RIGGING SURVEY

1975 Islander 36

“UN-IDENTIFIED SAILING VESSEL”
REPORT OF RIGGING SURVEY

OF THE VESSEL

“Un-identified Sailing Vessel”

1975 ISLANDER 36

SURVEY CONDUCTED BY:

Jeff Keiser SAMS® SA
Marine Surveyor

PREPARED EXCLUSIVELY FOR:

Private Owner
Tuesday, July 5th, 2011
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SCOPE OF SURVEY

This survey report is for the benefit of Private Owner only and may not be relied upon by any other person without written consent of the surveyor or the above beneficiary.

Acting at the request of Private Owner, the attending surveyor did attend onboard the 1975 Islander 36, “Unidentified sailing vessel” on Tuesday, July 5th, 2011, from 1:00pm to 3:45pm, where she lay afloat at her moorage at the California Marina, CA. The Hull Identification Number (HIN) was verified from the transom, and a photo is included at the end of this report. A sea trial inspection of the rigging was not performed at the time of the survey. The reason for the survey was to ascertain the physical condition of the standing and running rigging for the intended purpose of offshore cruising. No rigging components were disassembled to facilitate inspection by this surveyor.

- This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, fixed partitions, instruments, personal items, miscellaneous materials in the bilges and lockers, or and other fixed or semi-fixed items.
- Locked compartments or otherwise inaccessible areas would also preclude inspection. Buyer/owner is advised to open up all such areas for further inspection.
- No determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed.

This survey report represents the condition of the vessel’s rigging on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered a complete inventory or a warranty, either specified or implied.

NOTE: It is recommended that a sea trial be performed and the rigging be evaluated by a competent rigger once all deficiencies have been corrected to determine the optimal tuning of the rigging for various points of sail in various sea conditions.

CONDUCT OF SURVEY

This survey report represents the condition of the vessel as inspected by the undersigned surveyor on the date of survey. This survey report makes no representation and does not purport to describe any condition that may have changed since the date of the survey, and the recommendations herein are limited to those that in the opinion of this surveyor are reasonably necessary and appropriate based upon the conditions and circumstances, as they existed at the time of the survey. This survey report has no force and effect after July 5th, 2011 and may not be relied upon for any purpose after that date.

The services rendered herein and the report rendered herewith are done with the distinct understanding that the undersigned is not responsible or liable under any circumstances whatsoever for any error, omission, negligence, or failure to properly perform the requested services and that all matters and statements contained in this report are of opinion only. They are not to be construed as representations, warranties, or guarantees. No statement made herein, or with services performed hereunder, or work done in connection herewith shall be the basis for any claim, demand, or action against the undersigned. If the work performed is deficient in any material respect, the surveyor shall correct his report or refund the fee paid. In no event shall he be liable for incidental and consequential damages, or damages exceeding the fee actually received for the work.

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VESSEL DESCRIPTION

The 1975 Islander 36 was designed by Alan Gurney, Naval Architect, & built by Islander Yachts in Irvine, California, USA. The vessel is reported to be a solid FRP (fiber reinforced plastic) hull with modified full keel and skeg mounted rudder. This Islander 36 is a sloop rigged double spreader design. She is rigged with aluminum spars and FRP (fiber reinforced plastic) spreaders. The headsail is controlled by a roller furling and the main sail is sheeted with a mid boom traveler system mounted above the companionway. The standing rigging is reported by the owner to have been renewed in 2005.

GENERAL INFORMATION

SURVEY FILE NUMBER: Sample Rigging Survey
SURVEY PREPARED FOR: ** Private Owner
ADDRESS: Somewhere Marina, CA
PHONE: ** (555) 555-5555
EMAIL: ** XXXXXXXX.com

TYPE OF SURVEY: Rigging
DATE OF SURVEY: Tuesday, July 5th, 2011
NAME OF VESSEL: “Unidentified Sailing Vessel”
HULL IDENTIFICATION NUMBER (HIN): * XXXXXXXX
DOCUMENTAION NUMBER: ** XXXXX
MANUFACTURED BY: * Islander Yachts
CITY: * Irvine, California, USA
YEAR: * 1975
MAKE/ MODEL: * Islander 36
LOCATION OF SURVEY: Somewhere Marina, CA
HAILING PORT: Somewhere
VESSEL’S INTENDED SERVICE: ** Pleasure near and offshore
WATERS TO BE NAVIGATED: ** California Coast/Pacific Ocean

HULL MATERIAL: * FRP (fiber reinforced plastic)
HULL TYPE: * Modified full keel
LENGTH (LOA): * 36’ 0”
BEAM: * 11’ 2”
DRAFT: * 4’ 11”
WEIGHT: * 13,000 lbs

PROPULSION SYSTEM:

Sail auxiliary diesel engine

Key:
* As per the manufacturer
** As per the owner of the vessel
DEFINITIONS OF TERMS

Please associate the following terms with the given definition as they appear throughout the following Report of Survey.

APPEARS:

 Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

SERVICEABLE: FUNCTIONAL:

 Sufficient for a specific requirement.

EXCELLENT CONDITION:

 New or like new.

GOOD CONDITION:

 Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

 Denotes that system, component or item is functional as is with minor repairs.

POOR CONDITION:

 Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

STANDING RIGGING

A. MAST/SPREADERS/BOOM

The mast and boom of this 1975 Islander 36 are original aluminum extrusions with internally run halyards and out haul. The white paint protecting the mast and boom is in serviceable condition with minor flaking and bubbling due to moisture and salt intrusion under the paint. *C1 The mast was reported by the owner to have been modified from its original configuration. Instead of a one piece spar stepped on the keel the mast has been cut and placed into a cabin top step designed to hinge forward to lower the mast. The lower, cut portion of the mast has been converted into a compression post to support the new mast step. The new mast step is aluminum and appears to be of good design and construction. The compression post flanges to the keel and the cabin top were not accessible. No compression of the deck is evident. Evidence of water intrusion inside the cabin was detected at the bulkhead near the compression post deck flange and manila rope wrapped around the compression post. *C2 It could not be discerned if this water intrusion originated from the original partners seal or the new cabin top deck seal but no moisture was detected. The mast was ascended and all tracks, fasteners, tangs, pins and sheaves to the mast and boom appear serviceable. No physical damage or unusual wear was detected in either the mast or boom.

The dual mast spreaders are FRP (fiber reinforced plastic) construction. The spreaders are firmly bolted to the mast and the shroud boots are in serviceable condition. The starboard upper spreader exhibits abrasion wear that has cut through the aft edge of the spreader. *B1

The gooseneck is stainless steel and in serviceable condition except for an improperly sized failing cotter pin securing the boom’s vertical pivot pin. *A1

A spinnaker pole was found mounted to the starboard foredeck. The pole appeared to be in serviceable condition but no spinnaker is reported to be aboard the vessel.

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(MAST/SPREADERS/BOOM Continued)

Failing mast head paint *C1

Failing mast base paint *C1

Modified pivoted mast step

Water intrusion at compression post *C2

Abrasion damaged upper spreader *B1

Failed gooseneck cotter pin *A1

B. TURNBUCKLES/WIRE/TUNING

All nine turnbuckles for the “Un-identified sailing vessel” are the 1/2”original open chromed bronze designed turnbuckles. All turnbuckles are in serviceable condition with no cracks or damage detected. They are properly pinned in mid range of their extension with properly sized clevis pins.

The wire rigging of “Un-identified sailing vessel” is reported by the owner to be six years old. The wire is 1x19 with swaged fittings on all terminations except for a Norseman compression fitting found at the upper forestay termination. All wire, swaged fittings and the Norseman compression fitting are in fair condition but exhibit light surface corrosion. *C3 The forestay and backstay are 9/32” diameter wire and all shrouds are 1/4” diameter, these wire sizes are one size larger than the original wire rigging. The forestay is within the roller furling foil and could not be accessed for inspection. The shroud tension appears adequate but the rear stay tension is slightly slackened. *B2 The vessel exhibits a slight aftward list and should be re-ballasted to

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properly balance the vessel prior to fine tuning the rigging.  *C4

(TURNBUCKLES/WIRE Continued)

C. CHAIN PLATES

This 1975 Islander 36 has its original stainless steel chain plates.  The forestay and rearstay chain plates are made from 3/8” stainless steel bar stock externally through-bolted to the hull.  No damage was detected to either forestay or rearstay chain plate assembly but the top two 1/2” through-bolts for the rearstay exhibit corrosion.  *A2  No backing plate or hull reinforcement is provided for the rearstay chain plate assembly.  *B3  The shroud chain plates are constructed with 1/4” stainless steel bar stock.  The forward chain plates are bent slightly aft above deck creating an unfair lead to the direction of the shroud force.  *B4 (see photo)  The aft lower shroud chain plates are solely mounted to the deck and are inaccessible with out removing the cabin headliner.  *B5  The forward starboard shroud chain plate is mounted with corroded fasteners to a bulkhead that is water damaged with compromised integrity.  *A3  The port forward shroud chain plate has a 1/4” stainless steel bar assembly fiberglassed into the hull.  Corrosion to the chain plate was found at the deck flange.  *B6  The center shroud chain plates to both port and starboard exhibit evidence of water intrusion with corrosion found in the upper through bolts.  *B7

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(CHAIN PLATES Continued)

Starboard center chain plate corrosion *B7  
Port forward shroud chain plate corrosion *B6

Port center chain plate water intrusion *B7  
Port forward chain plate miss alignment *B4
RUNNING RIGGING

A. BLOCKS/TRACKS/CARS

The main sheet is controlled by a Harken adjustable traveler system with 5:1 purchase between three block mounts attached to the center of the boom. The main sheet traveler has 4:1 purchase adjustment to both port and starboard. The center Schaefer, boom mounted main sheet block is corroded and compromised. *B8 All other blocks, tracks and cars are a combination of Harken or Schaefer and in serviceable condition.

B. REEFING SYSTEM/BOOMVANG/PREVENTORS

The jib is reported to be 110% and controlled by a Harken roller reefing system. The roller reefing appears to be in serviceable condition with the drum turning freely and the reefing lines properly mounted in the direction of the drum. The roller reefing system was not furled in and out due to too much wind at the dock. The main sail is rigged with dual reef points, the first reef has an un mounted block secured to the aft end of the boom and the second reef point has a boom mounted block. The boomvang also doubles as a preventer and is a new Lewmar 4:1 block and tackle system. The boomvang was not mounted to the boom.

C. LINES

The Dacron sheets, halyards and reefing lines for “Un-identified sailing vessel” all appear to have been renewed and are in good condition. The stainless wire spinnaker halyard and topping lift appear to be in serviceable condition as well. The vinyl protective coating for the topping lift is failing.

D. WINCHES

Stainless steel Barient 26 are found on each side of forward cockpit coaming; Lewmar 40 STs are found on each side of aft cockpit coaming; Barlow 16 on each side of the mast – all are in good condition.
FINDINGS & RECOMMENDATIONS

A. SAFETY DEFICIENCIES

- A1. The cotter pin securing the boom’s gooseneck vertical pivot pin is improperly sized and failing. Recommend renewing with properly sized cotter pin.
- A2. The top two 1/2” through-bolts for the rearstay chain plate exhibit corrosion. Recommend pulling fasteners and inspecting for crevice corrosion. Renew all compromised fasteners.
- A3. The forward starboard shroud chain plate is mounted with corroded fasteners to a bulkhead that is water damaged with compromised integrity. Recommend removing and inspecting chain plate and fasteners, renew if compromised. Recommend renewing or reinforcing damaged bulkhead.

B. OTHER DEFICIENCIES REQUIRING ATTENTION

- B1. The starboard upper spreader exhibits abrasion wear that has cut through the aft edge of the spreader. Recommend repairing this spreader with FRP (fiber reinforced plastic) and painting the repair with marine grade paint.
- B2. The shroud tension appears adequate but the rear stay tension is slightly slackened. Recommend repairing/renewing damaged chain plates and bulkheads before attempting fine tuning of the rigging.
- B3. No backing plate or hull reinforcement is provided for the rearstay chain plate assembly. Recommend hull reinforcement and backing plate added to the rearstay chain plate assembly before offshore cruising.
- B4. The forward chain plates are bent slightly aft above deck creating an unfair lead to the direction of the shroud force. *B4 (see photo) Recommend bending above deck chain plates to align with forward shroud directional force.
- B5. The aft lower shroud chain plates are solely mounted to the deck and are inaccessible without removing the cabin headliner. Recommend accessing and inspection of aft lower shroud chain plates prior to off shore cruising. Renew compromised chain plate assemblies as necessary.
- B6. The port forward shroud chain plate has a 1/4” stainless steel bar assembly fiberglassed into the hull. Corrosion to the chain plate was found at the deck flange. Recommend pulling chain plate sealant cover on deck and inspecting chain plate for crevice corrosion.
- B7. The center shroud chain plates to both port and starboard exhibit evidence of water intrusion with corrosion found in the upper through bolts. Recommend pulling chain plate sealant covers on deck and inspecting chain plates for crevice corrosion. Pull corroded through-bolt fasteners and inspect for crevice corrosion. Renew all compromised fasteners.
- B8. The center Schaefer, boom mounted main sheet block is corroded and compromised. Recommend renewing corroded block.
C. SURVEYORS NOTES & SUGGESTIONS

- C1. The paint protecting the mast and boom is in serviceable condition with minor flaking and bubbling due to moisture and salt intrusion under the paint. Recommend cleaning the failed paint from the mast and boom, prep and repaint with aluminum compatible marine grade paint.

- C2. Evidence of water intrusion inside the cabin was detected at the bulkhead near the compression post deck flange and manila rope wrapped around the compression post. Recommend monitoring for leaking and seal if necessary.

- C3. The rigging wire have swaged fittings and a single Norseman compression fitting with light surface corrosion. Recommend cleaning surface corrosion from all wire rigging and their terminations.

- C4. The vessel exhibits a slight aftward list and should be re-ballasted to properly balance the vessel prior to fine tuning the rigging.

Hull Identification number: XXXXXXXXXXXX
RIGGING SUMMARY

In accordance with the request for the marine rigging survey of the 1975 Islander 36, “Un-identified sailing vessel” for the purpose of evaluating its present rigging condition, I herewith submit my conclusion based upon the preceding report. The subject vessel was personally inspected by the undersigned on Tuesday, July 5th, 2011. The standing and running rigging were found to be in serviceable condition except for the failures found in the chain plates. It is recommended that all of the deficiencies sited in findings/recommendations sections A and B be renewed or repaired prior to operating the vessel for its intended use of offshore cruising.

SURVEYORS CERTIFICATION:

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are of my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting or non-reporting of conclusions found in this report.
- I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted in good faith. The statements and information contained in it are not to be construed that other unforeseen or undetected defects or damages do not exist. All the findings reflect conditions observed at the time of the survey. The surveyor reserves the right to amend or extend this report upon receipt of additional relevant information.

The above report is a statement of opinion made, signed and submitted without prejudice.

Respectfully submitted,

Jeff Keiser  SAMS® SA

7/6/2011